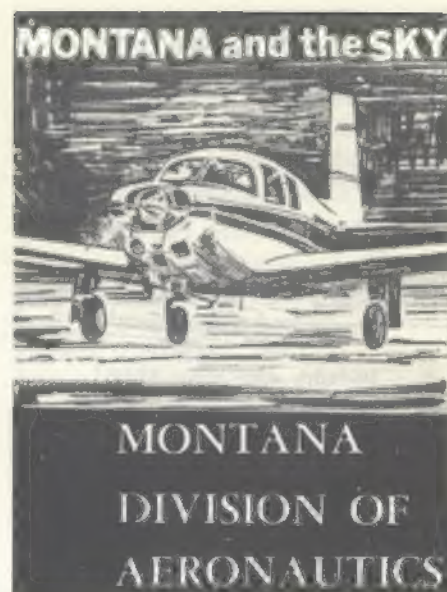




SAM GRIGGS TEACHING MINI COURSE IN AVIATION AT JORDAN.



Vol. 26 — No. 11

November, 1975

ATTENTION

The October issue of Montana and the Sky contained a notice of the upcoming Montana Airport Managers Association annual meeting to be held in Helena. It has been necessary to change the dates of this meeting to Thursday and Friday the 11th and 12th of December. The meeting will get underway at noon on December 11 and will be headquartered at the Travelodge in downtown Helena. Room reservations should be made directly with the Travelodge or other motel of your choice.

Many interesting panel discussions are being planned which will include subjects on: airport noise, airport revenue sources, ADAP renewal update, Old West Regional Airport study, quality control in airport construction, just to name a few. Your active participation in this meeting will insure success. Mark the dates on your calendar.

1976

PILOT REGISTRATION

Because of greatly increased costs of printing, mailing and operation, we regret that it has become necessary to charge for the services we have formerly furnished free of charge with pilot registration fee.

Since pilot registration began the

fee has been \$1.00 and we have included the airport directory, aeronautical chart, monthly newsletter and free telephone service for flight plans. Costs for all of these services have increased many times over and it is now economically impossible for us to furnish these free of charge. The \$1.00 pilot registration fee is set by law and cannot be changed without action by the legislature.

The following fees have been set and will just cover our costs.

1976 Aeronautical Charts.....	\$2.00
Airport Directory Inserts.....	\$1.00
Airport Directory Cover.....	\$1.00
(New registrations will need both the insert and the cover)	
Newsletter subscription.....	\$1.50

Bookkeeping and correspondence will be held to the minimum if you will include all charges for a total of \$6.50 with your registration card when registering. For safe flying all pilots should have a current chart and directory with them at all times.

You will note that telephone service for flight plans will still be furnished free of charge to all registered pilots.

ANNUAL AVIATION MECHANIC SAFETY AWARD

The Annual Aviation Mechanic Safety Awards competition which we have participated in sponsoring along

with the Flight Safety Foundation and the FAA is now in progress.

The annual award gives recognition to the aviation mechanic making the outstanding contributions to air safety by maintenance practices. One award is made in each state, from which twenty-four regional awards are made. From those two national winners are chosen.

FAA offices are compiling and collating entry forms and the deadline date is December 31, 1975.

We feel that this is a very worthwhile program and emphasizes to the public the mechanic's role in aviation safety which, unfortunately, for the most part is taken for granted.

If you know of an aviation mechanic who you feel is deserving of the award, please contact the nearest FAA General Aviation District Office for application forms and information.

The Division of Aeronautics will continue to contribute a \$100 award to the Montana winner as they have for several years.

FLIGHT PLAN SERVICE

The Montana Aeronautics Commission was the first in the nation to initiate the program of providing free credit card service to all registered pilots in Montana for the purpose of filing flight plans.

(Continued on Page 3)

**COMMUNITY AFFAIRS
DEPARTMENT OF
DIVISION OF AERONAUTICS**
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Martin T. Mangan, Deputy Director

**Official Monthly Publication
of the**

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Helena, Montana 59601

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Administrator**

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Administrator's Column



The Board of Aeronautics met October 31 and a long agenda was covered.

The Board accepted the recommendations presented by Hearing Officer Frank Kampfe regarding applications for third level air carrier certificates requested by Hensley Flying Service, Inc. of Havre, Montana and Silver Wings Aviation, Inc., Rapid City, South Dakota. After considerable discussion and debate, the Board unanimously approved the Certificate for Hensley Flying Service and denied the Certificate for Silver Wings Aviation.

The Board concurred with Hearing Officer Frank Kampfe in that Silver Wings failed to provide certain documents and that the evidence submitted was inadequate to determine the Silver Wings capability to operate in a safe and prudent manner in the state of Montana.

The Board reviewed the minutes of the hearing held at the Aeronautics Division on October 10 regarding aircraft registration increase. After considerable debate it was decided that the aircraft registration would be increased to \$2.00 instead of the allowable \$10.00 fee. The Board recommended that an accurate accounting of aircraft registration costs be kept and reviewed at the end of 1976 to see if \$2.00 is sufficient to cover all costs incurred.

The pilot registration was discussed at length and after considering the recommendations submitted by the general aviation public, the Montana Aviation Trades Association, the Flying Farmers, and the Montana Pilot Association, it was decided that the free long distance telephone service to flight service stations will remain included with the \$1.00 pilot registration fee. The other items, such as the aeronautical chart, the directory and the newsletter which were furnished free in the past with pilot registration, will no longer be furnished free and the registering pilot will have the option to purchase these items. The aeronautical chart will be \$2.00, the directory refill \$1.00, the directory cover \$1.00, and the newsletter \$1.50. Provisions will be made on our new pilot registration form to indicate which of these

items, if any, are desired at the time of pilot registration. Our new aeronautical charts should be available by the 1st of the year and will be mailed out immediately upon receipt to those ordering prior to that time.

The complaints from general aviation executive pilots regarding airport security and terminal access were presented and discussed. In brief, these complaints are over what is felt denial of terminal access for the general aviation traveler. Several cases have been sited whereby passengers have missed airline flights because they could not get into the terminal buildings from the aircraft ramp side of the airport due to locked gates and/or locked terminal doors. Pilots also complained that they have been unable to gain access to the flight service stations and weather bureaus from the rampside of the airport and general aviation passengers are not permitted access to their waiting aircraft from within the terminal buildings, causing delays and long walks or cab fares.

The general feeling among those having been involved in these situations is that general aviation has a right to use these facilities and that provisions should be made to allow reasonable access to the terminal buildings, that there should be general aviation ingress and egress areas for general aviation on the terminal ramp.

In lodging the complaint, the general aviation sector feel that they also are vitally important to the air transportation network in the U.S. (The airlines carry about 200 million passengers a year and serve 500 airports, general aviation serves 12,700 airports and carries over 90 million passengers per year.) In view of the fact that they carry nearly half as many passengers as the airlines and serve 12,200 more airports, they feel general aviation is being discriminated against.

The Board concurred that this matter should be studied further and that consideration should be given in regard to Division of Aeronautics involvement in any airport type construction.

Senate Bill 2312 introduced by Senator Burdick regarding border crossings was discussed at length. The Board recommended that Senators Metcalf and Mansfield be urged to support passage of this bill. Briefly, that bill if passed will allow aircraft crossing borders the same privileges enjoyed by those driving cars. This would mean that aircraft would cross free of charge at these points when customs and/or immigration people are already on duty. If you are in favor of passage of Senator Burdick's legislation you may wish to write to Senators Mansfield and Metcalf.

(Continued from Page 1)

The Aeronautics Division has continued this service and plans to maintain it as a courtesy to registered pilots and in the interest of flight safety. We feel that it is important to file a flight plan. Countless hours of needless and fruitless air searches could have been saved if all pilots filed flight plans.

With this service a pilot calls the long distance telephone operator, places a collect call to the nearest flight service station, gives them his Montana pilot registration number, and files his flight plan. When he reaches his destination he again calls the nearest flight service station and closes his flight plan. This of course applies only in Montana.

In this way, with cooperation from all pilots, the flight service stations and the Aeronautics Division, flying safety is encouraged.

One of the "clocks" used at the Precise Time Reference Station of Vandenberg AFB is so accurate that—if left uncorrected—it would gain or lose no more than one second every 3,000 years.

Charles A. Lindbergh made the first nonstop flight from New York to Paris, 3,610 miles, in 33 hrs., 30 min., May 20-21, 1927, thereby winning the Orteig Prize of \$25,000.

1976

AIRCRAFT REGISTRATION

Registration for aircraft will cost \$2.00 beginning January 1. House Bill 121 allowed the registration fee to be raised to \$10.00, but we felt, and it seemed to be the consensus of the aviation community, that the fee need be raised only enough to cover the cost of registration.

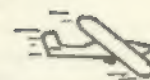
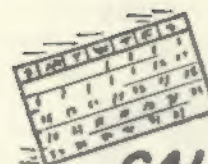
This is another reminder that aircraft taxes must be paid before registration can be completed, and the registration must be received by this office before February 1 or we must collect a \$100 penalty with the registration fee.

The new aircraft registration form will have a place for the County Assessor to certify that real estate property is guaranteed in lieu of aircraft taxes paid so that people having their property assessed and taxes collected at a later date can continue to do so.

As soon as the forms are received from the printers, we will forward them to all registered aircraft owners. Forms will also be available at the County Assessors' offices.

If you need any additional information on this, write the Division of Aeronautics, P.O. Box 1698, Helena, Montana 59601; or telephone (406) 449-2506.

PLEASE REGISTER ON TIME AND AVOID THE UNPLEASANTNESS OF HAVING TO PAY THE \$100 PENALTY.



CALENDAR

December 4-7—National Association of Search and Rescue Coordinators 1975 Conference, Regency Inn, Denver, Colorado.

December 7-11—Ninth Annual National Agricultural Aviation Association Conference, Las Vegas, Nevada.

December 11 & 12—Montana Airport Management Association Annual Meeting, Travelodge, Helena.

January 1, 1976 — Pilot Registration due.

January 27—Golden Sentinel, FAA Rocky Mountain Region, Emerson School, Bozeman.

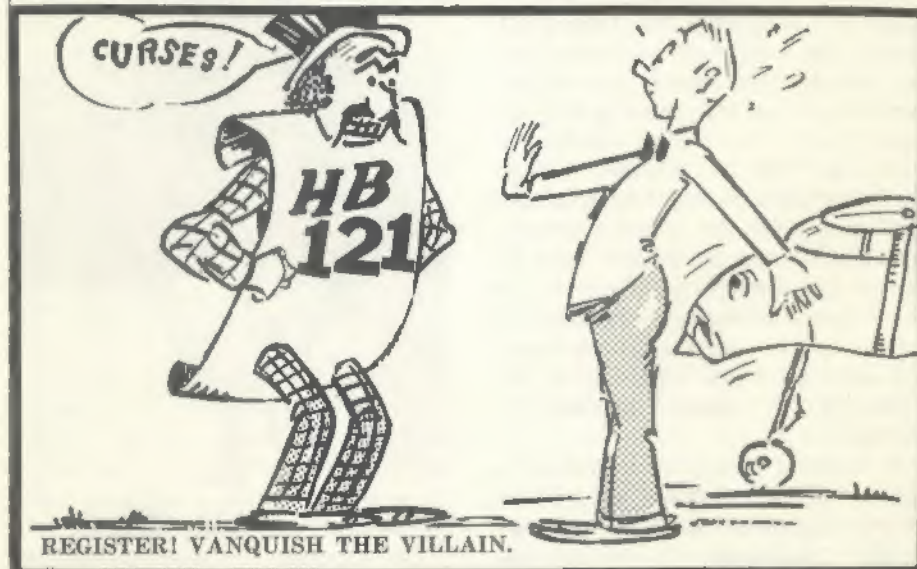
January 28—Golden Sentinel, FAA Rocky Mountain Region, Sentinel High School, Missoula.

January 29—Golden Sentinel, FAA Rocky Mountain Region, C. M. Russell High School, Great Falls.

January 30—Golden Sentinel, FAA Rocky Mountain Region, Flathead High School, Kalispell.

January 31 — **FINAL DATE FOR AIRCRAFT REGISTRATION.**

March 22-26 — Aerial Applicators Training Course, Montana Department of Agriculture, Bozeman.



AIRPORT NOTES



By: **DAVID C. KNEEDLER**, Chief
Airport/Airways Bureau

\$1,237,860,956.00—That was the uncommitted balance in the Airport/Airways trust fund as of June 30, 1975. The federal government continues to collect the tax, the pot continues to grow and we continue without a new ADAP bill with which to plan and develop airports. An update on congressional action (or lack thereof) in this matter—the House Public Works and Transportation Committee agreed on a final bill which was expected to go to the House for vote during the week of November 3. We have no late word on whether or not that was done. The Aviation Sub-Committee of the Senate Commerce Committee is presently working on the terms of its proposed legislation and full Senate action will probably not take place before the end of this month. You can bet that the Senate and House versions of this legislation will differ significantly and that a conference committee will be required to iron out these differences. This will take additional time and I would be very surprised if we have any kind of signed bill before the first of the year. There is also the possibility of a Presidential veto should the funding level be much higher than the \$350,000,000 annually provided in the old bill.

It is really somewhat pointless to spend much time talking about terms of this legislation until the Senate/House Conference Committee has

stood toe to toe working out the final terms. However, it is interesting to note that the House version contains: funding levels ranging from \$450,000,000 in 1976 to \$550,000,000 in 1986; a provision allowing the FAA to tap the trust fund for "administrative expenses"; provisions to allow an eleven state two-year demonstration program of state administration of the general aviation portion of the program; wording which makes snow removal equipment eligible for a 50% federal participation; wording which makes certain non-revenue areas of terminal buildings eligible for 50% federal participation. These are only a few of the more interesting provisions of the House Bill and as I said, it is very premature to even speculate at this point on the final form. I do believe that the eleven state, two-year demonstration program is a prudent and reasonable compromise. State assumption of the general aviation portion of the ADAP has been very controversial and such a demonstration should serve once and for all to determine whether the states can in fact handle the program as they claim, or, cannot handle it as submitted by the special interest groups opposing the idea. I think it would be difficult for a "reasonable man" to argue against this approach.

AVIATION EDUCATION NEWS



By: **SAM GRIGGS**, Supervisor
Aviation and Space Education
On October 16 we traveled to

Culbertson to spend a day with the Future Farmers of America. This is an annual program. These students are well briefed and have an outline that is studied prior to the flight and worked on during and after the flight. Each flight lasts approximately 45 minutes on a pre-selected course. We have an average of about 14 students yearly.

* * * * *



**Culbertson High School
Flying Classroom.**



On the evening of the 28th of October, I left for **Jordan** at the invitation of Tom Eaton, Principal of Garfield County High School, to teach a three day mini course in aviation.

The following subjects were covered: history of flight, physiology of flight, theory of flight, aircraft and engine performance, weight and balance, navigation, weather and radio communication, the impact of the airplane on the community, space science as related to NASA and the future of aviation. Short orientation flights were spaced through the course.

The Garfield County High School has approximately 137 students, many from ranches around the county.

Twice a year at the end of the quarter, the regular system of classes shuts down and the Pop Courses start on a Wednesday, and terminate Friday afternoon.

All students must attend school at the regular times during the three days and must sign up for one of the activities prior to that Wednesday. The activities provide an opportunity to learn new skills or hobbies that they may well never have again. These include, besides the mini aviation course such items as: gourmet cooking, sculpture, photography, cutting horse training, horse shoeing, sheep shearing, beadwork, survival training, etc.

NORTHERN AVIATION, INC.



By: TED MATHIS

This month we visited Northern Aviation, Inc. which is located at the Great Falls International Airport. Northern is a full service flight operation which offers Veterans Administration approved single engine, multi engine and instrument flight instruction as well as charter and air ambulance service. Northern's line service department features 80/87 and 100 octane avgas as well as jet fuel. Northern is also a Piper aircraft dealer.

Jens Spring is President of Northern Aviation. Jens is no newcomer to aviation as he has been flying for over 47 years. His flying career began in 1928 with Vance Air Service of Great Falls. Mrs. Spring is also

very active in the company. She serves as the company bookkeeper.

Northern Aviation, Inc. will soon be moving their line operation to a new location next to the new terminal building. This move should provide better service for transient pilots who may also wish to enter the terminal.



Jens Spring in front of Northern Aviation, Great Falls.

WINTER FLYING



By: HARRY W. DEMMERLY, Chief
Accident Prevention Program
RM-GADO-5

Winter flying is not particularly hazardous if you, the pilot, will use a little extra caution and exercise good judgment. By observing the following precautions, winter operation of your aircraft will be a lot safer and more enjoyable.

Thoroughly familiarize yourself with your aircraft and engine handbooks in order to know intimately all systems and the recommended winter operation procedures. Conduct a thorough preflight inspection of the aircraft. During cold weather there is a natural tendency to hurry the preflight inspection and yet this is the very time when thoroughness is an absolute necessity.

Know that winter's low temperatures can change the viscosity of engine oils, reduce the effectiveness of the battery, and can cause failure of rubber or fiber seals in the various component parts of the aircraft. For this reason, preheat is essential for the cockpit area as well as for the engine.

Remember that winter daylight hours are few and plan your flight accordingly. If your night flying experience is limited, be aware that night operation in winter can impose a special hazard all its own.

A VFR pilot should avoid taking chances if the weather is marginal. Stay on the ground! A marginal weather operation in the winter is doubly hazardous since a pilot may be severely handicapped in selecting either an alternate course of action or change in destination. Study the trend of the weather religiously in order to operate with maximum safety. Check all available weather information.

Never fly into snow or rain showers that obscure the terrain. Use good judgment and the 180° turn before you lose forward vision and become another statistic.

Never attempt to take off with frost, ice, or snow on the windshield or on the wings and control surfaces of your aircraft. If you can't remove it completely, smooth it out so that the airflow is disturbed as little as possible.

Many pilots have inadvertently been placed in instrument conditions following a take-off on a beautiful VFR day. The condensation of moisture in the heater and defroster ducting completely covered the windshield from the inside. In order to

avoid such a situation, make sure that the heater and defroster vents have been purged of moist air prior to take-off.

Have the following items checked for winter operation: cabin heater system for operation and leaks (carbon monoxide is deadly!), exhaust system, windshield defrosting system, engine idle speed, carburetor heat, brakes, etc.

Remember that during let-down, it may be difficult to keep the engine warm enough for high power operation if needed. It may be desirable to use considerably more power than normal during approaches to avoid excessive engine cooling. Rapid throttle operation may result in engine failure.

During the winter months, be alert for white-out conditions. Due to snow covered terrain, haze, and falling snow, you could find yourself in instrument conditions with a complete loss of visual contact with the ground. Also, remember depth perception is faulty when attempting to land on unbroken snow covered surfaces or at night in marginal weather conditions.

Last, but certainly not least, never be too proud to ask a local operator or Accident Prevention Counselor for advice about local flying conditions. They are probably more familiar with local flying conditions than you.



Frank W. Wiley, Director of the Montana Aeronautics Division from 1946 to 1962.

CHRISTMAS GIFT IDEA

If you have not read the aviation history "Montana and the Sky" by Frank W. Wiley, former Director of the Montana Aeronautics Commission, you have missed a real treat. Or, if you know an aviation enthusiast, this book is an ideal gift for that person.

Written by Frank W. Wiley, under the auspices of the Montana Aeronautics Commission, the book is an authentic history of aviation in the great west. It contains more than 200 rare aviation photographs—stories of the adventures of 100 pioneer pilots and a history of events in aviation between the 1860's and the 1930's.

Cost of the book is \$10.00 and orders may be forwarded to the Montana Division of Aeronautics, P. O. Box 1698, Helena, Montana 59601.

CONGRATULATIONS



FAA CERTIFICATES ISSUED RECENTLY TO PILOTS

STUDENT

Jonathan Reinschreiber, Whitefish
William Jussila, Medicine Hat,
Alberta, Canada
Dale Bray, Hall

PRIVATE

Rodney D. Weeding, Jordan
William J. Cocke, Miles City
William H. Gay, Broadus
Frank A. Wilke, Dillon
Bonita L. Blain, Joliet
James H. Bowers, Broadus
Richard T. Manderfeld, Sheridan,
Wyoming
Arthur D. Woods, Billings
Donald C. Lyons, Laurel
Richard L. Limpp, Billings
Thomas Porter, Big Beaver,
Saskatchewan, Canada
Rodger D. Schwierer, Sidney
Terry M. Jolley, Dillon
James S. Simpson, Bozeman

Keith D. Hannon, Kalispell
Francis W. Malcom, Hall
Brian J. Haynes, Choteau
Robert R. Cowan, Deer Lodge
James L. Dewitt, Opheim
Dean F. Stumvoll, Glasgow
Edwin Murray, Sun River
Art G. Lundstrom, Wagner
Dwight W. Tracy, St. Ignatius
Carol A. Mickelson, Deer Lodge
Stephen L. Winters, Wisdom
Timothy L. Linn, Bozeman
John A. Laden, Dillon
Pete N. Sanders, Helena
Francis D. Truscott, Hamilton
Dean E. White, Deer Lodge
Stephen W. Johnson, Whitefish
Peter Clark, Great Falls
David L. Rosling, Helena
Wade S. Smith, Butte
Michael G. Susag, Manhattan
Carol L. Fechter, Belgrade
Harold F. Wood, Whitefish

COMMERCIAL

Dean D. Koffler, Lewistown
Herbert P. Bernstein, Peace River,
Alberta, Canada
David A. Anderson, Waynoka, Ok.
Charles D. Bender, Great Falls
Roger D. Croghan, Great Falls

SEA PLANES

Lonnie L. Surratt, Missoula
Peter C. Gleim, Columbia Falls
Gerald E. Darling, Kalispell

MULTI-ENGINE RATING

David M. Tousey, Kalispell
Stanley A. Bain, Kalispell
Francis R. Zupan, Deerbrook, WI
William L. Kida, Missoula

INSTRUMENT RATING

John S. Poling, Glasgow
Neil A. Cloyd, Billings
William T. Winninghoff, Philipsburg
Lyle A. Morris, Dillon

FLIGHT INSTRUCTOR

Walter E. Malone, Miles City
Vernon N. Turner, Lincoln
Rodney D. Bitney, Billings
Daryl V. Cooper, Ronan
William L. Stewart, Dillon
Gordon W. Wax, Helena
Roger E. Jones, Helena
Brent E. Vetter, Helena



Skiers pause for a panoramic view of the Flathead Valley while Skiing at Big Mountain in the Whitefish/Kalispell area. (Photo courtesy of State Advertising.)

SPECTATORS & PHOTOGRAPHERS:
Scenic beauty—abundance of wild life—numerous winter carnivals—exhibition and racing events are here to enjoy!

For a complete calendar of winter events and accommodations contact: Montana State Chamber of Commerce—P. O. Box 1730, Helena, and the State Advertising Department—Montana Highway Commission, Helena, Montana 59601.

For Aeronautical Information write: Montana Aeronautics Division — P. O. Box 1698, Helena, Montana.

DID YOU KNOW THAT

Alaskans fly from 20 to 40 times more than citizens of other states because more often than not they can't drive or take a train or bus to their destinations, there being relatively few roads and rail lines.



TOWER OPERATIONS

	Total Operations	Instrument Operations
SEPTEMBER 1975		
Billings	10,281	2,093
Great Falls	11,721	2,763
Missoula	8,855	667
Helena	5,377	554
OCTOBER 1975		
Billings	8,475	2,229
Great Falls	7,741	2,720
Missoula	6,516	753
Helena	4,565	654

The trouble with the guy who talks too fast is that he often says something he hasn't thought of yet.

MEMBER

NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE:—"To foster aviation, as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in **research, development, and advancement of aviation**; to develop uniform laws and regulations; and to otherwise encourage co-operation and mutual aid among the several states."



P. O. Box 1698

Helena, Montana 59601

NOVEMBER, 1975

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